



Transportation Fact Sheet

Emergency Relief for Federally Owned Roads Program

Access to and within the National Park System has been a defining experience for generations of visitors.

The National Park Service (NPS) coordinates the planning and implementation of transportation systems that improve the visitor experience and care for national parks by:

- Preserving natural and cultural resources.
- Enhancing visitor safety and security.
- Protecting plant and animal species.
- Reducing congestion.
- Decreasing pollution.

NPS is committed to being a leader in pursuing strategies that can help make park units more enjoyable, cleaner, quieter, and more sustainable for present and future generations.

For more information, visit nps.gov/transportation

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EXPERIENCE YOUR AMERICA

National park units are occasionally subject to natural disasters including floods, storms, and hurricanes. When such calamities occur, NPS works in partnership with the Federal Highway Administration to secure emergency funding that helps repair damaged roads and infrastructure.

What is the Emergency Relief for Federally Owned Roads (ERFO) Program?

ERFO was established to provide funding and engineering services to help Federal land management agencies that have received serious damage due to natural or manmade disasters or a catastrophic failure. ERFO funds are meant to restore the transportation system back to pre-disaster conditions.

How does the National Park Service apply for ERFO funding?

NPS units file an application for ERFO funds after a disaster through their Regional Federal Lands Highway Program Coordinators. The damaged road must meet the \$700,000 threshold and must be deemed eligible for ERFO funds based on ERFO policy before approval is given to award funds to repair the road. Identified damage can be combined with other Federal land management agencies to meet the \$700,000 threshold.

How has ERFO funding enabled NPS units to recover from disaster?

Through 2007, NPS has received \$79.5 million in ERFO funding for 33 disasters. For the last several years, 3 NPS regions (Northeast, Southeast and Pacific West) have had the majority of ERFO eligible damage. This has been due primarily to storms and hurricanes. With the assistance of the Federal Lands Highways Divisions, parks are able to assess damage quickly and receive ERFO funding for emergency repairs promptly.



Hurricanes Frances and Ivan in 2004 left parts of the Blue Ridge Parkway heavily damaged. ERFO funding has supported repairs to many sections of the route, including the one shown above.

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State Highway 123 at Mount Rainier National Park in Washington

On November 6th and 7th, 2006, Mount Rainier National Park received 18 inches of rain in 36 hours. Several key roads throughout the park sustained major damage. State Highway 123 washed out in four places. One washout, at Milepost 11.5, cut a channel 60 feet wide and 80 feet deep across both lanes. A substantial contribution from the ERFO Program helped speed up the process. Time is of the essence, as continued winter snows and springtime runoff could cause further damage.

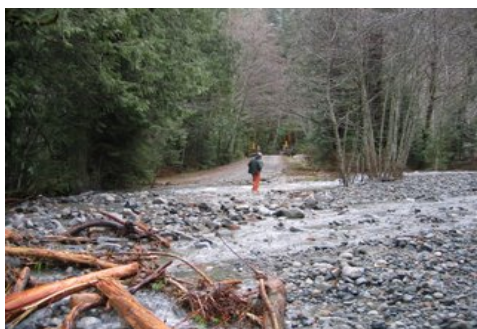


Going to the Sun Road in Glacier National Park in Montana

Heavy rainfall in November 2006 delayed the opening of the rehabilitated Going to the Sun Road in Glacier National Park. The Federal Highway Administration (FHWA) made more than \$7 million available to NPS for the repair of road damage through the ERFO Program. Once the alpine section opens across the Continental Divide at Logan Pass (elevation 6,646 feet), visitors may travel the entire 50-mile National Historic Landmark road between St. Mary and West Glacier.

Blue Ridge Parkway in North Carolina and Virginia

The Blue Ridge Parkway, also known as “America’s Favorite Drive,” sustained damage from Hurricanes Frances and Ivan in September 2004. Heavy rains from these two hurricanes resulted in mudslides. The total cost for repairs to all areas of damage along the Parkway was \$6 million including design, construction and supervision. Repairs to the area included reconstruction of fill failure, stabilizing the earth/rock wall, and installing steel-backed timber guardrail along with several other improvements to prevent future damage. Without ERFO funding, it is uncertain where NPS would have found the funds to make these critical repairs.



Cascade River Road in North Cascades National Park in Washington

Severe flooding in 2006 caused over \$2 million in damage at North Cascades. The North Fork of the Cascade River carved out a new channel along 300 feet of the former roadbed. Most of the river is now flowing down this new channel and no longer flowing under the bridge at milepost 20.6. ERFO funding is providing design assistance for repairing this and other damaged roads, and additional ERFO funding may eventually be available for betterments such as improving previous culvert designs to reduce the risk of future flood damage.